

California's Marine Invasive Species Act

KEY COMPONENTS OF THE LAW

- **FOR VESSELS COMING FROM OUTSIDE THE PACIFIC COAST REGION**
 - **Mandatory mid-ocean exchange OR retention of all ballast water and associated sediments for all qualifying vessels**
 - "Qualifying Vessels" means all vessels over 300 gross register tons, United States and foreign, carrying ballast water into the waters of the state after operating outside the waters of the state
 - "Exchange" means to replace water in tanks using either
 - "Flow through exchange" - overflowing the tank from the top until three volumes of water have been changed.
 - "Empty/refill exchange" - pump out, until tank is empty or nearly so, and then refilling the tank with mid-ocean waters.
 - "Mid-Ocean Waters" means waters that are more than 200 nautical miles from land and at least 2,000 meters (6,560 feet or 1,093 fathoms) deep.
- **FOR VESSELS COMING FROM PORT WITHIN THE PACIFIC COAST REGION – Effective March 22, 2006 – Mandatory near-coast exchange OR retention of all ballast water for qualifying vessel**
 - "Qualifying Vessels" means all vessels arriving at a California port or place carrying ballast water from another port or place within the Pacific Coast Region.
 - Ports or places in the San Francisco Bay area east of Golden Gate Bridge, including the Ports of Sacramento and Stockton are considered the same port.
 - Ports of Los Angeles, Long Beach, and El Segundo Marine Oil Terminal are considered the same port.
 - "Exchange" means to replace water in tanks using either
 - "Flow through exchange" - overflowing the tank from the top until three volumes of water have been changed.
 - "Empty/refill exchange" - pump out, until tank is empty or nearly so, and then refilling the tank with near-coastal waters
 - "Near-coastal waters" means waters that are more than 50 nautical miles from land and at least 200 meters (656 feet, 109 fathoms) deep.
- **FOR ALL VESSELS - Mandatory Completion and Submission of Ballast Water Report Form by vessel master, owner, operator, agent, or person in charge of vessel upon departure from each port of call in California.**

Ballast Water Report Form (developed by US Coast Guard)
([PDF Format](#)) ([Word 97 Format](#))

Form may be submitted electronically or in written form to CSLC.

FAX: 562-499-6444
Email: bwform@slc.ca.gov

**** Submission of this form to CSLC does NOT relieve the vessel of the responsibility to report to the US Coast Guard.**

Mandatory Compliance with "Good Housekeeping" Practices

- Avoid uptake or discharge in or near marine sanctuaries, reserves, parks, or coral reefs
- Minimize or avoid uptake in the following areas or circumstances:
 - Areas of known infestations or pathogens
 - Near sewage outfalls
 - Near dredging operations
 - Areas with reduced tidal flushing
 - In darkness when bottom-dwelling organisms are active
 - Where propellers may stir up sediment
- Clean ballast tanks regularly to remove sediment
 - Dispose of sediments in accordance with appropriate laws
- Minimize discharge amounts
- Rinse anchors and anchor chains
- Remove fouling organisms from hull, pipes, etc.
- Dispose of any removed substance in accordance with laws

Maintain a [Ballast Water Management Plan](#) prepared specifically for vessel. Written document on board, specific for your vessel, describing the procedure for ballast management. It should include safety and exchange procedures.

See IMO Resolution A.868 for "Guidelines for the Control and Management of Ship's Ballast Water to Minimize the Transfer of Harmful Aquatic Organisms and Pathogens". Adopted November 1997.

[Ballast Water Log](#) outlining ballast water management activities for EACH ballast water tank on board the vessel and shall make the separate ballast water log available for inspection.

Training of vessel master, PIC, and crew regarding the application of ballast water and sediment management and treatment procedures

Mandatory Fee Submission to California's Board of Equalization (**916-322-1965**)

Each owner/operator shall pay \$400.00 for each qualifying voyage at their first port call in California.

Random Sampling of Vessels for Compliance

Civil and Criminal Penalties for failure to comply with any portion of the Law